

CHINA

THE

MAIL.

Established February, 1845.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

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HONGKONG, THURSDAY, MARCH 16, 1876.

日一月二年子丙

PRICE, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAN, 8, Clement's Lane, Lombard Street; GEORGE STREET, 30, Cornhill; GORDON & GOTCH, 121, Holborn Hill, E.C.; BATES, HENDY & CO., 4, Old Jewry, E.C.; SAMUEL DEACON & CO., 150 & 164, Leadenhall Street.

NEW YORK.—ANDREW WIND, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTCH, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally.—BEAN & BLACK, San Francisco.

CHINA.—SWATOW, QUONSON & CAMPFIELD, Amoy, GILES & CO., Foochow, HEDGE & CO., Shanghai, LANE, CRAWFORD & CO., and KELLY & CO., Manila, C. HEDECKER & CO., Macao, L. A. DA GREGA.

Banks.

COMPTOIR D'ESCOMpte DE PARIS.

INCORPORATED BY NATIONAL DECREES OF 7TH AND 8TH MARCH, 1848.

— and —

BY IMPERIAL DECREES OF 26TH JULY, 1854, AND 31ST DECEMBER, 1866.

Recognized by the
INTERNATIONAL CONVENTION OF
30TH APRIL, 1862.

Francs. £ Sterling.
PAID-UP CAPITAL, ... 80,000,000 3,200,000
RESERVE FUND, ... 20,000,000 800,000

HEAD OFFICE.—14, Rue Bergère, Paris.
LONDON AGENCY.—14, Leadenhall St., E.C.
AGENCIES.—At Nantes, Lyons, Marseilles, Brussels, Bombay, Calcutta, St. Denis (île de la Réunion), Hongkong, Shanghai and Yokohama.
LONDON BANKERS.—Bank of England, Union Bank of London.

HONGKONG AGENCY.

INTEREST ALLOWED

ON Current Deposit Account at the rate of 2 per cent. per annum on the monthly minimum balances, and on Fixed Deposits at rates which may be ascertained at the offices.

CHR. DE GUIGNÉ,
Manager.

Offices in Hongkong: Bank Buildings, Queen's Road, Hongkong, May 14, 1875.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, ... 5,000,000 Dollars.
RESERVE FUND, ... 100,000 Dollars.

COURT OF DIRECTORS.

Chairman—E. R. BELLIOS, Esq.
Deputy Chairman—AD. ANDRE, Esq.

J. F. CORDES, Esq. S. W. POMEROY, Esq.
H. HOPPIUS, Esq. F. D. SASSOON, Esq.
A. MOLIVER, Esq.

CHIEF MANAGER:

Hongkong, . . . JAMES GREIG, Esq.

Manager.

Shanghai, . . . EWEN CAMERON, Esq.
LONDON BANKERS.—London and County Bank.

HONGKONG.

INTEREST ALLOWED

ON Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.

On Fixed Deposits:—
For 3 months, 2 per cent. per annum.
" 6 , " 4 per cent. , , ,
" 12 , " 5 per cent. , , ,

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

JAMES GREIG,

Chief Manager.

Offices of the Corporation,
No. 1, Queen's Road East, Hongkong, February 17, 1876.

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND declared for the half-year ending on 31st December last, at the rate of Six per cent. per annum, say \$3.75 per paid-up Share of \$125, is payable on and after FRIDAY, the 18th instant, at the Offices of the Corporation, where Shareholders are requested to apply for Warrants.

By Order of the Board of Directors,
JAMES GREIG,
Chief Manager.

Hongkong, February 17, 1876.

Intimations.

NOTICE.

A MAN'S character should be judged from what it has been before, and by that means elegance or worthlessness can be discovered. A story should be judged by its true or false bearings, so that right and wrong may be distinguished. These remarks apply to the case in which Messrs Tsang and Woo Lin Tak were, on the 27th day of the 10th moon last year (24th November 1875), slandered by Lai Ming Chun.

Messrs Tsang Shun Yee and Woo Lin Tak have been residing for more than ten years in Hongkong and have always been employed in representing Nam Pak Hungs in their transactions with foreigners. Whilst their character stands high, their conduct is excellent, and they have for a long time been respected by both Chinese and foreigners. They have not only not borne a name that is approaching to anything improper, but they have not in the course of all their actions done anything objectionable. Unexpectedly, however, slander came upon them unawares, but of course, when virtue stands high, reproach will come. They were therefore falsely charged by Lai Ming Chun's letter, which was void of all truth, with selling people for emigration abroad. They are indeed labouring under a false imputation from which it is now difficult for them to clear themselves. Our office, therefore, in punishing Lai Ming Chun for having done what he ought not to have done, orders him—and he consents—to pay the sum of \$600 for the amount of legal expenses; he has also by way of punishment to pay \$25 into the Poor Box for the benefit of the Hongkong Poor. He is further punished by having to pay the expenses of advertising in the Chinese and foreign newspapers in the Colony, three of each, for the period of one month, a notice which will bring before the public his sin in this defamation. Reparations like these will, perhaps, allay in a measure the indignation which Messrs Tsang and Woo feel.

When a man finds fault with others he ought in the first instance to enquire whether he himself is unblemished. Now Lai Ming Chun, as a man, is not one who is numbered among the gentry, nor is his name pronounced by the lips of the illustrious. Yet he falsely dilated in slanderous language and spreads diffused by word of mouth stories to the detriment and pollution of the good name of Messrs Tsang and Woo. It was right therefore that Messrs Tsang and Woo sought to sue him in the Courts of Justice, and he was on the eve of being punished by the utmost penalty of the law. Fortunately, however, Messrs Tsang and Woo's magnanimity is expansive as the sea and as capacious as the ocean, and they deal with people liberally; with that end in view, they therefore prefer, instead of punishing him, as he rightly deserves, to forgive him of the enormous crime of which he has been guilty. Having ceased litigation now, they have no resentment against any one, and by so doing, they cherish the friendly tie that exists amongst the Chinese clans. They have also shown that in doing this they are inflicting a lenient punishment for the sake of a great warning. They are indeed fully sustaining the benevolent principles of the great man, and for this act of theirs, may the happiness (or good fortune) of Messrs Tsang and Woo never grow less.

THE UNIVERSAL CIRCULATING HERALD (TSUN WAN YAT PO).

Hongkong, February 19, 1876. mc19

NOTICE IN EXPLANATION OF A SLANDER.

THE principles of right or wrong will reveal themselves in course of time, and this saying is clearly set forth in the History of China. When undue reliance is placed on statements by word of mouth, a good argument is always wanting, and this is what the Book of Changes has always guarded people against. If a man is not guilty of anything seriously wrong, is it likely that he will submit himself to be killed?

With regard to Lai Ming Chun, he is indeed a bare-faced fellow, and one who has no regard for anything. On the 27th day of the 10th Moon last year (24th November 1875), he slandered Messrs Tsang Shun Yee and Woo Lin Tak by falsely accusing them of being engaged in the nefarious trade of selling people for the purposes of emigration, and that in their transactions they were in fact kidnappers. And finally, he recorded the same in the *Tsun Wan Yat Po*, (The Universal Circulating Herald), so that Messrs Tsang and Woo had thought of suing him before the local authorities, so that he might be punished for libelling people's character. Fortunately for him, however, Lai Ming Chun learnt in time of his own wrong in slandering the character of good men, and now he has voluntarily consented to pay the penalty of bearing the legal expenses in the sum of \$600, and to pay also (into the poor box) \$25, for the relief of the Hongkong poor; also, from his own funds, to pay the costs of inserting in the Chinese and foreign newspapers, three of each, for the period of one month, an article, in order to redeem himself from what he has been guilty of. But this, nevertheless, would not actually be sufficient to cover the enormity of his sin. The reason why Messrs Tsang and Woo condescended to these terms was because they had been advised by intimate friends, who urged that, inasmuch as both parties were Chinese, how could they, Messrs Tsang and Woo, have the heart to see him (Lai Ming Chun) put in a gaol of the foreigners? So that it would be far better that they should

forgive him, but inflict a small penalty by way of a small warning.

It so happened, luckily, that Messrs Tsang and Woo's magnanimity proved to be as expansive as the sea and as capacious as the ocean, and it was thus that the matter was put an end to. This is sufficient to show that Messrs Tsang and Shun are peaceful and quiet men, and that they have done a very good act. But Lai Ming Chun is a man who is very much conceited (it is the night pedestrian who thinks a great deal of himself), and one who falsely dilates in satire and railery. He began life in a very mean position, and is not of a respectable family (it is the descendant of the pure and white). While in a menial position, he, moreover, offends his superiors. Therefore it would not be arbitrary were he to be banished beyond the frontiers, nor would it be too much were he to be put to the sword (it is under the axe). Now that he is only fined in so small a sum, it is indeed his good fortune that he has escaped greater consequences.

ONE WHO UPHOLDS JUSTICE.

Hongkong, 19th Feb., 1876. mc19

* This has reference to a Chinese story, which, in its moral, is very similar to the Frog and Bull story in *Æsop's Fables*.—Translator.

THE CHINESE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the Fifth Ordinary Meeting of Shareholders of the above Company, will be held at the Head Office, Victoria, Hongkong, on FRIDAY, the 24th March, 1876, at 3 o'clock p.m., for the purpose of receiving the Report of the Directors, together with a Statement of Accounts to 31st December, 1875.

The Transfer BOOKS of the Company will be closed from the 11th to the 24th March, both days inclusive.

By Order of the Board,

OLYPHANT & CO.,
General Agents:
Hongkong, March 6, 1876. mc24

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

DIVIDEND Warrant for the Dividend to Dec. 31/75, at the rate of \$10 per share, can be obtained at the Office on or after 29th February.

By Order,

D. GILLIES,
Secretary:
No. 2, Club Chambers,
Hongkong, February 29, 1876. ap19

In the Goods of CAPTAIN LAWRENCE YOUNG, Deceased.

ALL Persons having any CLAIMS against the above Estate are requested to send in Particulars of the same to the Undersigned on or before the 22nd day of April, 1876.

And all Persons being Indebted to the said Estate are requested to Pay to the Undersigned their several Debts without delay.

STEPHEN & HOLMES,
Solicitors for the Executors.
2, Club Chambers,
Hongkong, February 22, 1876. ap22

NOTICES OF FIRMS.

NOTICE.

I have this day authorized Mr J. Y. V. SHAW to sign my name per procura-
tion.

A. MACG. HEATON,
Hongkong, January 1, 1876.

NOTICE.

THE Undersigned have entered into Co-
partnership from the First day of
January, 1876, in the Business of Ship-
brokers at this Port, under the style of
MORRIS & RAY.

A. G. MORRIS,
E. C. RAY,
Bank Building,
Hongkong, February 3, 1876.

NOTICE.

WE have established branches of our
Firm at Haiphong and Hanol. Mr
E. CONSTANTIN is authorized to sign by
procuration in Tonquin.

LANDSTEIN & CO.
Hongkong, December 31, 1875.

ACTIONS.

PUBLIC AUCTION.

THE Undersigned has received instruc-
tions to sell by Public Auction, on

MONDAY,

the 20th day of March, 1876, at Noon,
at the Cosmopolitan Docks, Kowloon,

Four Worthington Pumps.

Boiler.

Donkey Pump.

Exhaust Pipes.

Suction do.

TERMS OF SALE.—Cash before delivery
in Mexican Dollars weighed at 7. 1. 7.
All Lots, with all faults and errors of
description at purchaser's risk on the fall
of the hammer.

A Steam Launch will leave Peddar's
Wharf for the Docks at Half-past Eleven
o'clock.

J. M. ARMSTRONG,
Auctioneer.
Hongkong, March 10, 1876. mc20

Auctions.

GENERAL WEEKLY SALE.

LANE, CRAWFORD & CO. will sell
by Public Auction, at their Sale
Room, Praya, on

FRIDAY.

the 17th March, 1876, at Noon,—

Electro-Plated Table, Dessert and Tea
Spoons, Table and Dessert Forks, Mar-
malade Pots, Sardine Boxes, Butter
Dishes, Trays, Cash Boxes, Watch
Chains, Spectacles, Brass Candlesticks,
Framed Engravings, &c., &c.

Also,

100 lbs. Turkey Sponge.

5 casks Claret.

50 lbs. Portland Cement.

Iron Chests.

2 Marble Mantel Pieces.

Old Tom.

do., do.

And,

Notices to Consignees.

FROM LONDON, PENANG AND SINGAPORE.

THE S. S. *Quangse* having arrived, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk by the Undersigned, into their Godowns, whence and from the Wharf or Boats delivery may be obtained.

Optional Cargo will be forwarded to Shanghai unless notice to the contrary is given before 2 p.m. To-day.

All ammunition is being put into boats and will be landed at the Government Depot at Consignees' risk and expense, unless taken immediate delivery of.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., Agents S. S. *Quangse*.

Hongkong, March 10, 1876. m^o17

NOTICE.

TO CONSIGNEES OF OPTIONAL CARGO, EX O. S. S. CO.'S S. S. PATROCLUS, FROM LIVERPOOL.

SHIPPING Orders must be obtained from the Undersigned not later than the 20th March, for shipment per S. S. *Nestor*.

BUTTERFIELD & SWIRE, Agents.

Hongkong, March 14, 1876. m^o20

FROM BOMBAY AND KURRACHEE.

FRENCH Steamer *4 size* having arrived from the above Ports, Consignees of Cargo by her are requested to send in their Bills of Lading to the Undersigned for countersignature and to take immediate delivery of their Goods.

Cargo impeding her discharge will be at once landed and stored at their risk and expense.

SIEMSEN & Co., Agents.

Hongkong, March 15, 1876. m^o20

FROM CALCUTTA AND SINGAPORE.

THE S. S. *Flamingo* having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk and stored by the Undersigned at their Godowns, whence and from the Wharf or Boats delivery may be obtained.

Cargo remaining undelivered after the 1st instant will be subject to rent.

No Fire Insurance has been effected.

Opium and Calcutta Cargo will be delivered from on board, and Consignees are requested to send their Bills of Lading to the Undersigned for countersignature and to take immediate delivery of their Goods.

Cargo impeding the discharge will be landed and stored at Consignees' risk and expense without further notice.

JARDINE, MATHESON & Co., Agents.

Hongkong, March 14, 1876. m^o21

COMPAGNIE DES MESSAGERIES MARITIMES.

S. S. HOOGLY.

NOTICE.

CONSIGNEES of Cargo per S. S. "Empire," from London, in connection with the above Steamer, are hereby informed that their Goods are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained from Friday, the 10th instant, at 10 o'clock a.m.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees, before 4 p.m. To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after THURSDAY, the 10th March, at Noon, will be subject to rent and landing charges.

No Fire Insurance has been effected.

G. DE CHAMBEAUX, Acting Agent.

Hongkong, March 9, 1876.

NOW READY.

ENG-SHUI; OR, THE RUDIMENTS OF NATURAL SCIENCE IN CHINA. By Dr. E. J. ETEL. One Volume. 8vo. Price, \$1.50.

BUDDHISM, ITS HISTORY, THEORY AND POPULAR RELIGION, in three Lectures. By Dr. E. J. ETEL. Second Edition. One Volume. 8vo. Price, \$1.50.

Orders will be received by Messrs. Lane, Crawford & Co., Hongkong, July 31, 1876.

To-day's Advertisements.

STEAM TO YOKOHAMA.
(Taking Cargo at through rates to HIIGO & NAGASAKI.)

The P. & O. S. N. Co.'s S. S. "SUNDA" will leave for the above place shortly, after the arrival of the Mongolia with the next English Mail.

A. MOIVIER, Superintendent.

Hongkong, March 16, 1876.

James Greig.

STEAM TO SHANGHAI.

The P. & O. S. N. Co.'s S. S. "MONGOLIA" will leave for the above place about 24 hours after her arrival with the next English Mail.

A. MOIVIER, Superintendent.

Hongkong, March 16, 1876.

To-day's Advertisements.



STEAM FOR Singapore, Penang, Point de Galle, Aden, Suez, Malta, Brindisi, Ancona, Venice, Mediterranean Ports, Southampton and London;

Also, Bombay, Madras and Calcutta.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship TEHERAN, Captain A. H. JOHNSON, with Her Majesty's Mails, Passengers, Specie, and Cargo, will leave this for the above places, on THURSDAY, the 30th instant, at Noon.

CARGO will be received on board until Noon; SPECIE and PAROLES at the Office until 2 p.m. on the 29th instant.

For particulars regarding Freight and Passage, apply at the P. & O. S. N. Co.'s Office, Hongkong.

CONTENTS AND VALUE OF PACKAGES ARE REQUESTED.

A written declaration of the Contents and Value of the Packages for the Overland Route is required by the Egyptian Government, and must be delivered by the Shippers to the Company's Agents with the Bills of Lading, or with Parcels; and the Company do not hold themselves responsible for any detention, or prejudice which may happen from inaccuracy on such declaration.

Shippers are particularly requested to note the terms and conditions of the Company's Blank Bills of Lading.

The P. & O. S. N. Co. reserve the option of forwarding all Goods shipped by their Steamers for Europe through Egypt, either by Rail, or by Canal in their own Steamers, or in vessels employed for the purpose.

A. MOIVIER, Superintendent.

P. & O. S. N. Co.'s Office.

Hongkong, March 16, 1876. m^o30

SHIPPING.

ARRIVALS.

Mar. 16, *Caudor Castle*, British steamer, 1400, James Greig, Saigon Mar. 11, Rice, ADAMSON, BELI & Co.

Mar. 16, *Emeralda*, British steamer, 395, E. Thebaud, AMOY Mar. 15, General, A. MAG. HEATON.

Mar. 16, *Chinkiang*, British steamer, 708, Jan Hogg, Shanghai Mar. 12, General, SIEMSEN & Co.

Mar. 16, *Irene*, German schooner, 276, Hansen, Takao (Formosa) Mar. 18, Sugar, CARLOWITZ & Co.

March 16, *Rajah*, British steamer, 359, Hansen, Swatow March 15, General, HOP HING.

Mar. 16, *Edward James*, Amer. barque, 520, T. J. Forbes, Keelung Mar. 12, Coal—ORDER.

Mar. 16, *Opal*, British steamer, 359, Hansen, Swatow March 15, General, HOP HING.

Mar. 16, *Queane*, for Shanghai.

16, *Wingo*, for Shanghai.

16, *Lombardy*, for Europe, &c.

16, *Boreal*, for Manila.

16, *Peng-chao-hai*, for a cruise.

OLEARED.

Hailoong, for Amoy.

Sir Harry Parkes, for Taiwanfo.

Thon Kramon, for Bangkok.

PASSENGERS.

ARRIVED.—Per *Caudor Castle*, 1 cabin.

ARRIVED.—Per *Emeralda*, 310 Chinese.

Per *Chinkiang*, 57 Chinese.

SHIPPING REPORTS.

The British steamer *Emeralda* reported strong monsoon with rain throughout.

The British steamer *Chinkiang* reported foggy weather throughout. Passed steamer *Glenearn* of Nankin on 13th, and passed a Russian gunboat of Chelang Point on 15th.

The German schooner *Irene* reported fresh N.E. winds and rainy weather.

The British steamer *Oasis* reported sailed from Saigon 11th instant. Experienced light S.E. wind with fine weather, until 14th, in lat. 18° 40' N., when the wind came from N.E. fresh and overcast, which increased to strong gale, sea high and confused, thick rainy weather continuing until arrival. On 11th passed French small steamer of Padaran, on 12th a three-masted schooner-rigged steamer, supposed the *Alona* off Varsel, both bound South.

The Am. barque *Edward James* reported first part light variable winds with fine weather; latter part strong breezes from the N.E. accompanied with rain.

GENERAL.

For Great Republic, called 16th March for Yokohama, 3,945 bags Sugar, 11 pks. Rope, 121 pks. Merchandise. For San Francisco, 1,368 bags Hemp, 44 pks. Tea, 3 boxes Opium, 100 bags Rice, 1,876 bags Sugar, 2 bags Raw Silk, 22 boxes Prepared Opium, 1,100 packages Merchandise. For San José de Guatamala, 1 case Silk. For La Libertad, 1 case Flax Silk. For Panama, 7 boxes Merchandise. For Callao, 19 boxes Malva Opium, 22 boxes Turkey Opium, 27 boxes Silk, 8 boxes Merchandise. For New York, 187 bags Silk, 180 rolls Matting.

POST OFFICE NOTIFICATIONS.

MAILS WILL CLOSE:

For AMOY, TAKAO AND TAMSUI.—

Per *HAILOONG*, at 11.30 a.m. on Friday, the 17th Inst., instead of as previously notified.

For MANILA.—

Per *ESMERALDA*, at 11.30 a.m. on Friday, the 17th Inst.

For BANGKOK.—

Per *FYEN*, at 11.30 a.m. To-morrow, the 17th Inst.

For PORTLAND.—

Per *CELESTINE*, at 11.30 a.m. To-morrow, the 17th Inst.

POST OFFICE NOTIFICATIONS.

MAILS WILL CLOSE:

For MANILA.—

Per *ESMERALDA*, at 11.30 a.m. on Friday, the 17th Inst.

For BANGKOK.—

Per *FYEN*, at 11.30 a.m. To-morrow, the 17th Inst.

For PORTLAND.—

Per *CELESTINE*, at 11.30 a.m. To-morrow, the 17th Inst.

POST OFFICE NOTIFICATIONS.

MAILS WILL CLOSE:

For MANILA.—

Per *LEONOR*, at 2.30 p.m. on Friday, the 17th Inst.

For SAMARANG & BATAVIA.—

Per Barque *JAMES WILSON*, at 5 p.m. To-morrow, the 17th Inst.

For SINGAPORE, PENANG & C. L. CUTTA.—

Per Indian Mail Packet *PENGUIN*, at 2.30 p.m. on Saturday, the 18th Inst.

Per Indian Mail Packet *ARRATOON*, *APC R.*, at 2.30 p.m. on Saturday, the 18th Inst.

For SWATOW, AMOY & FOOCHOW.—

Per *DOUGLAS*, at 5 p.m. on Saturday, the 18th Inst.

For BOMBAY, MADRAS and CALCUTTA.—

Per *DOUGLAS*, at 5 p.m. on Saturday, the 18th Inst.

For SHANGHAI.—

Per *DOUGLAS*, at 5 p.m. on Saturday, the 18th Inst.

For HONGKONG.—

Per *DOUGLAS*, at 5 p.m. on Saturday, the 18th Inst.

For TAKAO, TAMSUI and TAIPEH.—

Per *DOUGLAS*, at 5 p.m. on Saturday, the 18th Inst.

For TAKAO, TAMSUI and TAIPEH.—

Per *DOUGLAS*, at 5 p.m. on Saturday, the 18th Inst.

For TAKAO, TAMSUI and TAIPEH.—

Per *DOUGLAS*, at 5 p.m. on Saturday, the 18th Inst.

For TAKAO, TAMSUI and TAIPEH.—</

SUPPLEMENT
TO THE
CHINESE MAIL.

HONGKONG, THURSDAY, 16TH MARCH, 1876.

Merchant Vessels in Hongkong Harbour.

Exclusive of Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked *h*, near the Kowloon-shore *k*, and those in the body of the Shipping or midway between each shore are marked *c*, in conjunction with the figures denoting the sections.

Section.

1. From Green Island to the Gas Works.
2. From Gas Works to the Novelty Iron Works.
3. From Novelty Iron Works to the Harbour Master's Office.
4. From Harbour Master's to the P. and O. Co.'s Office.

Section.

5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to the Pier.
8. From Pier to East Point.

Vessel's Name.	Anchor-age.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers								
Arratoon Apac	3 h	Cass	Brit. str.	950	Mar. 18	Siemssen & Co.	Sapore and Calcutta	
Arratoon Apac	5 c	Mactavish	Brit. str.	1392	Mar. 8	David Sasseon, Sons & Co.	Sapore and Calcutta	
Asia	3 c	Pateau	Fr. str.	883	Mar. 16	Siemssen & Co.	Sapore and Ponang	
Ben Ledi	3 c	Buchanan	Brit. str.	999	Mar. 1	Jardine, Matheson & Co.	Sapore and Ponang	
Bombay	4 k	Smith	Brit. str.	1327	Feb. 28	P. & O. S. N. Co.	Yokohama	With Mail
Cawdor Castle	4 c	Oraig	Brit. str.	1496	Mar. 16	Adamson, Bell & Co.		
Chinkiang	5 c	Hogg	Brit. str.	798	Mar. 16	Siemssen & Co.	Canton	
Douglas	5 h	Burnio	Brit. str.	864	Mar. 16	Douglas Lapraik & Co.	Coast Ports	Lpk's Wharf
Esmeralda	5 h	Thebaud	Brit. str.	395	Mar. 16	A. McG. Heaton	Manila	
Flamingo	5 c	Couch	Brit. str.	1209	Mar. 14	Jardine, Matheson & Co.		
Fyen	1 c	Torn	Dan. str.	939	Feb. 27	Wm. Pustau & Co.		
Geelong	4 c	Frazer	Brit. str.	1139	Mar. 12	P. & O. S. N. Co.	Shanghai	With Mail
Hailoong	5 b	Abbott	Brit. str.	277	Mar. 14	Douglas Lapraik & Co.	Amoy and Tamsui	
Lombardy	4 c	Gillson	Brit. str.	1726	Mar. 14	P. & O. S. N. Co.	Sapore and Bombay	With Mail
Macgregor	4 c	Grainger	Brit. str.	1413	Mar. 16	Gilman & Co.		
Maharajah	4 h	Stephenson	Brit. str.	994	Mar. 14	Siemssen & Co.	Shanghai	
Ningpo	5 k	Rayner	Brit. str.	761	Mar. 16	Siemssen & Co.		
Norma	2 h	Walker	Brit. str.	606	Feb. 24	Kwol Acheong		Put back.
Pawtuxet	4 k	.....	Amer. str.	280	June 18	Aug. Heard & Co.	Laid up	
Penguin	5 b	Cowell	Brit. str.	1172	Mar. 14	Jardine, Matheson & Co.	Sapore and Calcutta	
Queensland	3 h	Craig	Brit. str.	1437	Mar. 14	G. Gibb, Livingston & Co.		
Sunda	4 c	Edmond	Brit. str.	1083	Mar. 13	P. & O. S. N. Co.		
Washi	4 c	Hunter	Brit. str.	265	Mar. 9	Landstein & Co.		
Yottung	2 h	.....	Brit. str.	324	June 2	Kwol Acheong	Repairing	
Sailing Vessels								
Albatros	4 c	Koppelman	Ger. bk.	377	Feb. 16	Melchers & Co.	Chefoo	
Alden Besse	4 c	Noyes	Amer. bk.	842	Mar. 10	Captain		
Annie Gray	4 c	Moore	Brit. sh.	727	Mar. 9	Rozario & Co.	Vancouver's Island	
August	3 k	Rijo	Ger. bg.	274	Mar. 3	Edward Schellhass & Co.	Tientsin	
August Friedrich	2 k	Nielsen	Ger. bk.	420	Feb. 10	Siemssen & Co.	Macao	
Iua Cao	2 h	Lange	Span. bk.	340	Mar. 7	Chinese		
Centaur	3 c	Fersner	Ger. bk.	468	Jan. 12	Russell & Co.	Portland	
Charité	4 c	Horvá	Foh. bk.	255	Feb. 21	Carlowitz & Co.	Tientsin	
Charter Oak	4 c	Smith	Amer. sh.	963	Nov. 11	Jardine, Matheson & Co.	New York	
Chateaubriand	4 c	Burne	Foh. bk.	384	Mar. 10	Carlowitz & Co.		Repairing
Christina A. P.	8 h	Fedorico	Amer. sch.	175	Jan. 8	Order	Honolulu	
Colombo	2 c	Heuer	Brit. bk.	364	Feb. 8	Capt. Sands		
Dora	4 k	Ybarra	Span. bg.	320	Mar. 9	H. Kier		
Edmond Gressier	4 c	Fauquet	Foh. bk.	300	Mar. 4	Landstein & Co.		
Emma	4 c	Grat	Ger. bk.	340	Feb. 22	Wm. Pustau & Co.		
Esmeralda	4 c	Hausen	Ger. bk.	788	Feb. 28	Melchers & Co.	Hilo	
Funny	8 c	Rous	Foh. sh.	1138	Mar. 8	Landstein & Co.	Bangkok	
Formosa	4 c	Schweer	Ger. bk.	282	Mar. 4	Melchers & Co.	Portland (Oregon)	
Forward	3 c	Strachan	Brit. sh.	748	Mar. 8	Rozario & Co.	Saigon	
Franz	7 c	Hildebrandt	Brit. sch.	148	Dec. 18	Frazar & Co.	Portland	
Garibaldi	4 h	Noyes	Amer. bk.	670	Dec. 17	Rozario & Co.		
Hermann	7 c	Bambach	Ger. sh.	848	Feb. 26	Melchers & Co.		
Humboldt	4 c	Stolt	Ger. sh.	330	Feb. 17	Edward Schellhass & Co.		
Irene	4 c	Hansen	Ger. sch.	276	Mar. 16	Carlowitz & Co.		
James Wilson	4 c	Pridaux	Brit. bk.	326	Feb. 19	Carlowitz & Co.		
James Vicicome	7 h	McPherson	Brit. sh.	638	Feb. 4	Ebell & Co.	Batavia	
Lathley Rich	3 c	Lewis	Amer. sh.	1327	Feb. 21	Vogel, Hagedorn & Co.	Macao	
Lord Macdull	7 c	McDonald	Brit. sh.	527	Jan. 29	Borneo Company	San Francisco	
Marion	4 c	Howes	Amer. sch.	366	Mar. 10	Olyphant & Co.		
Memento	4 c	Ruwall	Brit. sh.	464	Mar. 10	Captain		
Naworth Castle	4 k	Luklater	Brit. sh.	354	Mar. 11	Wiesler & Co.		
Nicoline	4 c	Alhmann	Ger. bk.	320	Feb. 14	Arnhold, Karberg & Co.	Hamburg	
Northampton	7 c	Barclay	Brit. sh.	1161	Mar. 4	Adamson, Bell & Co.		
Portia	3 k	Conderine	Brit. sh.	400	Mar. 3	Arnhold, Karberg & Co.		
Rookwood	8 c	Jewell	Brit. sh.	636	Mar. 10	Mussageries Maritimes		
Samuel G. Reed	3 c	White	Amer. sh.	656	Dec. 18	Vogel, Hagedorn & Co.		
Sarah Nicholson	8 h	Solkirk	Brit. sh.	933	Jan. 21	Vogel, Hagedorn & Co.	Portland (Oregon)	
Sir Barry Parkes	4 c	Chapman	Brit. sh.	815	Feb. 21	Melchers & Co.	London	
Spirit of the Age	2 c	Johnson	Brit. sh.	347	Jan. 25	Rozario & Co.	Takao	
Sumatra	4 c	Mulin	Amer. sh.	1073	May 10	Frazar & Co.	Melbourne & Sydney	
Sydenham	4 c	Bristol	Brit. sh.	1062	Feb. 26	Vogel, Hagedorn & Co.	San Francisco	
Thoon Kramom	3 c	Vorath	Span. bk.	475	Mar. 3	Siemssen & Co.	San Francisco	
Union	4 c	Maricaecharvaria	Span. bg.	152	Mar. 4	Romedios & Co.		
Wm. Phillips	2 c	Heley	Amer. sch.	593	Mar. 10	Captain		
Wodan	3 c	Meyer	Ger. bk.	439	Mar. 8	Wm. Pustau & Co.		
WHAMPoa								
Haze	Wilkinson	Amer. sh.	664	Mar. 2	Vogel, Hagedorn & Co.	New York		
Ino	Bauau	Ger. sh.	353	Mar. 15	Siemssen & Co.	Tientsin		
Nautilus	Blockey	Brit. sh.	232	Mar. 4	Edward Schellhass & Co.	Tientsin		
Vesta	Dirka	Ger. sh.	302	Mar. 3	Melchers & Co.	Tientsin		
CANTON								
Yangtze	Schultze	Brit. str.	783	Mar. 14	Siemssen & Co.	Shanghai		

Men-of-war in Hongkong Harbour.

Vessel's Name.	Anchor-age.	Flag.	Class.	Tons.	Guns.	H. P.	Date of Arrival.	Commander.
Ariadne	6 c	German	corvette	1400	...	...	Mar. 14	Kühne
Audacious	dock	British	iron-clad (flag-ship)	6750	14	800	Feb. 27	Colomb
Bayan	6 c	Russian	corvette	2000	...	...	Mar. 6	Boyle
Egeria	7 h	British	steam sloop	727	4	120	Feb. 23	W. F. Castle
Frolic	7 h	British	aux. naval hospital	...	...	...	...	D. M. Insp. Gen. Morgan
Lily	6 h	British	gun vessel	402	4	100	...	C. E. Buckle
Ling Fong	6 c	Chinese	gunboat	620	...	...	...	B. E. Cochrane
Meeaneo	6 k	British	gunboat	Cocker
Mosquito	6 h	British	military hospital					

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of Graesel & Sphingard, of Kalgan; three immense vultures, two large eagles, a wild cat, and the skin of a hammerhead, all in fair condition. The latter especially is a novelty, for he generally keeps up in inaccessible regions. One of the great vultures first alluded to, had in his claws a nearly entire hare. Some of these specimens are now being mounted, and will well repay a visit.

The theatre of the Club Concordia, and probably the whole building, narrowly escaped destruction by fire on the afternoon of March 10th. About half-past three, volumes of smoke were seen by a Municipal policeman on duty, in the neighbourhood, issuing from a portion of the roof abutting on some Chinese houses; and an alarm being given, the fire-bells were rung, causing a speedy turn out of the various fire-brigades, &c. Luckily, their services were not required; for before their arrival, Mr. Baffy, the manager, with the assistance of his Chinese servants, had extinguished the fire by means of a few buckets of water thrown from the roof of an adjoining out-house. The ignition is believed to have been caused by a firework bomb (such explosion having been heard during the forenoon) alighting on the theatre roof, which is composed only of shingle underlined with felt; and which, on examination, was found to have been burnt nearly through to the ceiling, in one place.

At the annual meeting of the North-China Branch of the Royal Asiatic Society, held on March 3rd following, new members were elected, Mr. A. E. Hippesley, resident; and M. Coignet, non-resident.—Dr. Henderson, Dr. Jamieson; Dr. Pichon, Messrs. Hugh Sutherland, A. J. How, C. Skatchoff, W. M. Cooper, J. P. Martin, M. Artindale, and H. Herzl were proposed as members.—The following were elected as officers: President, W. H. Medhurst, Esq., H. B. M.'s Consul; Vice-Presidents, Messrs. A. Wyllie and T. W. Kingmills; Hon. Sec. T. G. Smith; Librarian and Treasurer, Mr. J. Haas; Curator, Mr. J. P. Martin; Members of Council, Rev. J. Thomas, Messrs. A. J. Little, H. J. Hollingsworth, G. C. Stent, J. E. Reding, and Dr. Macgowan.—Mr. Wyllie moved that Mr. Cordiner, who is shortly leaving for Europe, should be empowered to represent the Society, and to specially convey the thanks of the Society to the Société-Asiatique of Paris, for their recent valuable gift.—The various reports were read and adopted, the Treasurer's showing a balance in hand of \$268.12.

TIENTZIN.—The solemn bunt once more re-echoes to the squeak of laden barrows, and the grunts of panting coolies, and piles of merchandise begin to be dumped in miscellaneous heaps, showing that commerce is not yet extinct.

There is a general feeling of expectancy in regard to the matters under discussion between China and England, and there are not wanting those who could, if they would, a hideous tale unfold, of all that is more or less likely to be developed. But the amount actually known is not sufficient even to serve as a frame-work for those deposits of mud known as Reuter's telegrams. Somewhere along the coast of China there must be a set of depraved individuals who make a point of collecting all the scraps of news, developed in any quarter, relating to frictions between foreigners and Chinese, and telegraphing the same home, there to appear in the most appalling forms, as indicies of the state of things in China. If a missionary makes an excursion into the interior, and some boys throw mud at the boat, a Japan paper is sure to italicize an item to the effect that Mr. Blank has been stoned by a Chinese mob. A case of this kind occurred under our own observation, within a few months. And now comes an American daily, publishing an "Associated Press Dispatch" with much sensational rubbish about China, and this precious moral which has no doubt been printed all over the civilized world, and gorged over at thousands of breakfast tables by indignant citizens who wonder how much longer the "Nasty Chinese" is to be allowed a loose rein. This is the item:—"An English lady has been attacked at Jaku." Some time last year the wife of one of the pilots at Taku was robbed, and had a scuffle with the thief, supposed to have been the house-boy, and on this data this intelligence is flashed around the globe as political news! Fortunately no one could possibly know where Jaku might be located. Let me have facts!

Dr. Elmore, Peruvian Minister, has reached here from Peking.—*Shanghai Courier Correspondent.*

NEWCHWING.—Messrs. Bush, Brothers, write, on the 26th January:—"As usual, during the China New Year holidays, business is lost sight of, and we beg therefore to lay before you a few statistics of last year's trade, which have been supplied to us through the courtesy of the Commissioner of Customs:

Imports.—The increase in manufactures has not been much to the advantage of importers generally, as rates have not ruled over the values obtainable in the South, but stocks have nevertheless been well worked off, against purchases of produce, the total exports of which have fully kept up with arrivals of goods.

Opium.—This has fallen off from 1,303 chests last year to 840 chests, and of this small quantity there are still some 160 chests undelivered. In 1873 the consumption was 2,362 chests. Native drug is gradually but surely superseding its rival. Every season we find that the quality is improving, and as the authorities do not materially oppose the growth of the poppy, we may soon have to class opium with the exports.

Exports and Shipping.—Our table shows a great increase in the tonnage for this year, as compared with 1873 and 1874. Some few vessels which had been induced to come "seeking" towards the close of the port, left in ballast rather than accept the rates which were offered; but low as these were, better could not be obtained elsewhere.

The very high price of produce was due principally to the ordinary water traffic being prevented by an unusually dry season, and it could not be expected that ship-owners would care to lay down pulse, beans, oil, &c., at considerably higher values than had been ruling during the season, seeing that the exports were already greatly in excess of the two previous years.

Bullion., except so far as tribute money is concerned, was sent away in very small quantity, the trade having chiefly consisted in the healthy system of "bartering."

A STORY FROM SOOCHOW.

A somewhat romantic story has just reached us, the interest of which turns upon the practice of kidnapping children with a view to selling them into slavery. Three years ago, a respectable native of Soochow came and settled in Shanghai, bringing with him his son, a bright lad of thirteen or thereabouts, whom he apprenticed to a cap-maker living near the North Gate. Now the next door neighbour to this tradesman was an old woman; and one day, meeting the boy, whose name was Li, she asked him why he never went abroad to see the sights. "Come with me to the South Gate," she said; "there is a grand theatre there, with hundreds of lamps outside, and plenty of music to listen to." So the lad replied that he was quite willing, and off they started together. It struck him however as somewhat singular that they should get into a boat, but the old woman told him it was all right, and bade him go to sleep. The next morning when he woke up, he found they were at Kia-ting; and marvelling what was going to happen next, he arrived, with his mysterious conductress, towards evening, at a house which appeared to him of a very suspicious description. He was a clever little chap, however, and that night instead of sleeping, he listened to the conversation through the chinks of the wall; and judging from what he heard that he was going to be sold as a slave to some stranger, he crept out under cover of the darkness and then fled, he knew not whither. Eventually he arrived at Soochow, footsore and penniless; but luckily he fell in with an old friend of his father who provided him with the means of getting home. Here again, however, he lost his way, and was befriended by a Ping-wang man; but falling sick from exposure and cold, his friend carried him out of the house and deposited him on the door-step of a temple called the Ling-ho See. Here the poor lad was found, half-dead with anxiety and illness, by a priest, who seems to have been a very decent sort of fellow according to his lights. He took little Li in, cut off his pigtail, shaved his head, and turned him in half an hour into a budding bonze. Meanwhile the poor father was almost distracted, seeking high and low for his lost child. At last a man from the neighbourhood happened to tell him, by the merest chance, that at a temple in his part of the country there was a little priest who had come from nobody knew where, and old Li started off at once to see him. He reached the temple, and sure enough there was his son with a bald head, muttering prayers. He turned round, recognised his father, and with a burst of joyful tears the two met once more, after a separation of three years. The worthy priest was grieved to part from the lad, and asked for \$50 for his keep. This very moderate demand was immediately granted; and father and son arrived in Shanghai the other day, the latter with a scruffy head of hair of only a fortnight's growth.—*Shanghai Courier.*

THE PORT OF WENCHOW.

In view of the probable speedy opening of Wenchow to foreign trade, we think it may not be uninteresting to our readers to give a few particulars of the general characteristics, physical and political, of the port in question. It has been visited by foreigners from time to time, and although little has been said of late years respecting its capacities and prospects, it appears that the authorities have kept an eye upon it as a place which might, at some undetermined period, be developed in the interest of commerce. For we must not forget that the opening of new ports has a double aspect.

It is a mistake to regard the question simply from an outside and, we may add, selfish point of view: the enlargement of commercial enterprise in China is calculated to benefit the Chinese themselves, and this is a fact which should not be lost sight of by the mercantile portion of our community. It is natural, no doubt, for foreigners in China to fret and fume at the slurs which are occasionally cast upon them by home writers, and the charge of selfish aims and narrow views which is so frequently brought against them: but it behoves them to guard against laying themselves open to such insinuations, and it is difficult to deny that, as a rule, the element of selfishness does enter, perhaps more than it should, into their calculations and their aims. We may therefore stop to remark, before going any further, that, as a matter of fact, the inhabitants of Wenchow have, for many years past, been most anxious that their trade should receive the impetus inseparable from an influx of foreign enterprise: they have viewed with feelings almost akin to jealousy the superior prosperity of Ningpo on the one side, and Foochow on the other; and we are therefore glad in the interest of the Chinese nation at large, whenever the Imperial Government to far extends the provisions of the foreign Treaties as to throw open fresh ports to the healthy influence of outside commerce, at the immediate instance of Western nations.

Wenchow, then, is a city which in itself embodies the elements of much commercial prosperity. It is charmingly situated some ten miles or so up the Wenchow river, and in addition to much natural beauty enjoys a most lovely climate. The approaches to the estuary of the river present some difficulty to navigation, for, as numerous as they are, they are so full of shoals and sandbanks as to call for extreme wariness! indeed, only one is of any practical value. The channel which is thus at the disposal of foreign vessels has however been well surveyed, and the dangers in using it are easily avoided. The city is even now a thriving one, and an enclosure in Mr. Bowra's Despatch in his Ningpo Series, 1869, contains much interesting information upon the subject. Amongst the public institutions of the place, we may mention the existence of a Foundling Hospital, supported by voluntary contributions and the rental of alluvial lands which are presented to it by the Government. The number of inmates varies from two to three hundred at a time: the boys are either apprenticed to some useful handicraft upon arriving at an age when they can earn their own livelihood, or are adopted by wealthy residents who are childless, while the girls are betrothed as wives or employed as house-servants. There is also a Beggar's Asylum, but this institution Chinese Bumbledom appears to rule rampant, for so cruel is the treatment of the inmates that only those who are really starving will avail themselves of the charity. Commercially, the city is far from being unimportant. It has been said that the opening of Wenchow to foreign trade will have a serious effect, sooner or later, upon Foochow; but we believe that the only place at all likely to

suffer at first are a few neighbouring coastports of insignificant standing which during the last six years have attracted the legitimate trade of Wenchow to themselves. The remark refers almost exclusively to the trade in tea. "Previous to the year 1861," says the authority we quote, "this was the only port in the department at which tea was allowed to be exported; which, in a measure, made it the market for the trade of the surrounding country. The city was then in a flourishing condition. But in order to prevent the tea from falling into the hands of the T'ai-ping rebels, who overran the whole district during that year, this regulation was exchanged for the one now in force, which authorises the exportation of tea at any of the Custom-houses along the coast; consequently, the enormous trade formerly concentrated here now finds its way to all the minor ports on the seaboard." The opening of the city will therefore re-divert this lost trade to itself again, and Wenchow will probably become an important emporium for the purchase and export of tea. An opium trade also exists, and a good business is done in timber, poles, and bamboo. The arrangements of the city, too, are such as to render the transaction of business easy, in detail: for the leading firms have their warehouses conveniently situated on the banks of the numerous canals surrounding the city, by which means the goods are conveyed from the ship's side to the godown without the expense of annoyance of coolies. It is also satisfactory to notice that the people are a well-disposed and friendly set, harbouring no abiding prejudices against foreigners, but anxious rather, to share the benefits of Western enterprise. "Yang-kweitz," "Pan-kwei," and "Hung-mo" are epithets quite unknown in this enlightened town.

We have before referred to the position of Wenchow as supported by a commercial basin, in the neighbouring interior, of no mean importance; and we may now supplement the statement with a few specific facts. Even in its present condition, it is by no means an oasis of activity in a desert of stagnation. Agriculture flourishes in the department where it lies. Twenty-seven miles North-east of the *fu* city, a peculiar description of tea is grown, called An-shan, celebrated throughout the Empire for its delicacy of flavour and purity. Rice, wheat, cotton, vegetable oil, and hemp are extensively cultivated. The annual export of alum from cities within easy distance amounts to no less than 75,000 piculs; the mineral is of exceptional excellence, while the supply is inexhaustible and the working of it entails a handsome profit. In addition to this, there are fields of iron and silver, although we have been unable to ascertain whether these products are to be found in any large quantities. But the facts that we have already adduced are, we think, sufficient to show that there is some inducement to give the new port a fair trial. Much can be said in its favour, in detail; the objections that we have met with in nearly every instance, deal with the question on general principles. We have already recorded our views on the opening of new ports, generally speaking, on public grounds; and we do not think that in the present instance we are likely to be convicted of having passed a rash or ill-considered judgment.—*Celestial Empire.*

THE TRADE OF HIAGO.

The results of the trade of this port for the year 1875, as shown by quite new published statistics, are so nearly in accordance with what was expected from the perfectly well known recent state of business that we scarcely considered it necessary to draw special attention to any of the lines. The result, however, shown by the figures relating to tea, the chief export of the place, an increased quantity with a decrease in value—seems to point that a change is taking place in the nature of the trade, and we find on enquiry that the opinion is held here by some that it is in a great measure owing to a policy recently pursued by growers, which if persevered will cause most serious injury to the foreign trade of the country. The first fact to be recognised is that importers in the United States—the market for Japan tea—will not give the prices they did, and we hear it alleged to be owing to the competition of China Green tea and a falling off in the quality of Japanese. Some years ago, in the China Green tea trade, high prices and a great deal of adulteration co-existed, and no doubt the Japan tea trade owes a great deal of its present position to the fact that it supplied home buyers with a pure kind of the article they wanted, but the Chinese have been quite sharp enough to find this out, and under the pressure of competition growers in this country, while steadily increasing the quantity produced, have overlooked the fact that it is necessary for their interests that they should improve at the same time the quality, and we are informed that they not only do not do this but that the quality of tea produced is deteriorating from a want of care in selection and preparation. To such a length has this already gone that we hear, notwithstanding the increased export, there are still large stocks of tea in the interior which the holders will not offer at such prices as exporters can afford to give. As the whole foreign trade of Japan hinges upon their exporting powers, and as tea is one of their two most important exports, it is abundantly clear that unless tea growers give more attention to the quality of their produce, the whole foreign trade of the country is threatened with consequences of the most serious nature. Though we give these as the opinions of some of the leading houses here, and of their correspondents in the States, we do not endorse them as entirely correct, for we find that other persons who have at least equal opportunities of judging and whose opinions are entitled to as much consideration, refuse weight to two of the causes alleged, to any thing like an important extent, denying that Chinese competition has had any abnormal effect and asserting that while it may be true that the tea crop of the past season may not perhaps be universally considered as equal to the previous one, the lower prices in the New York market are almost entirely attributable to the general depression of trade, which has lately been felt in New York with special severity.

The other figures published by the Chamber of Commerce are not so unsatisfactory as they might have been, considering all things. The trade recovers a solid basis, we decidedly prefer to see a falling off in imports maintained. Mouseline de Laine, the monopoly of the trade in which article by German and French houses was pointed out by Mr. Acting Consul Annesley in his last Annual Report, is the most important port. The Grey

shirting trade is entirely in the hands of Chinese, and will probably remain there as long as communication between this market and Shanghai is open and cheap, and Chinese traders here can obtain long credits by the influence of native associations and capitalists in China.—*Hugo News.*

THE COREAN PREPARATIONS FOR WAR.

Writing from Newchwang on the 11th Feb., a correspondent of the North-China Daily News, says:—"The Corean Embassy has passed; and having gathered a few notes, I give them to you, not because they are of much importance, but because it may please you to know the thoughts and sayings in Corea, at a time when Japan seems to be seeking for a reason to invade that exclusive or conservative kingdom. At present, the country seems to be as peaceful as possible, and the young king's rule is skilful and good. Even last year it could be said that, if the words attributed to him on certain occasions were correct, he showed himself to be full of good, sound common sense; and this verdict is confirmed by the few particulars which I am now able to lay before you. It should not be forgotten that the King is only 24 years old, and that under the Regent's (his father's) long guardianship, he had but too many opportunities for ruining both his reason and his health. Now he governs by himself, and desires to see and judge for himself, having called to his service such men only as are celebrated for their prudence and good reputation. The elder brother of the late Regent, and consequently the paternal uncle of the King, is one of the principal and most influential Councillors of the Courts.

Last autumn, a man-of-war (nationally known) dropped anchor at the island Teung-tjong, near Woode or Timber Island, and the long-boat with some sailors pulled to the Isle of Aie-rou; near Kang-ho, for the purpose of getting fresh water and buying salt; so say the natives. The Mandarin of Teung-tjong immediately sent soldiers to attack the party, and the boat was fired upon with rifles and arrows, but got off to the ship, although pursued all the way by the Coreans. The European (1) man-of-war fired a few shots, and caused the destruction of two houses on Teung-tjong, and then cleared away. The Mandarin, it seems, bolted as soon as he heard the first shot, and received the following despatch, by order of the King—"Why did you fire on a vessel that was quiet at anchor, doing harm to no one? and then why did you run away, like a coward? You are not worthy to be a Mandarin." Thereupon that official was degraded and sent into exile; the district of Teung-tjong was abolished, and has no Mandarin, but depends on that of Kang-ho, in future. I wonder what man-of-war it was, and what its object in these waters could be!

About this time (last autumn), the young King found out that despots were not only opened, but faltered, and one day he became enraged, and issued the following order:—

"Everybody seems to be aware of whatever affects the government long before I am made acquainted with the news; what does it mean? Letters and despatches to my address are not only opened and read, but they are falsified, in order that only what is agreeable may reach me, and that I may not know what is injurious; so that it is impossible for me to ascertain the actual state of affairs. This must cease. I now order that all despots addressed to me, either from the provinces or from other countries, or ships, shall be at once handed to me, even before the ministers or other dignitaries see them. If there be any reply necessary, it shall be made by myself."

It is not difficult to be amused at such an order. Yet it is really called for by the necessities of the case.

Let us touch now upon the subject of war, which, although always imminent, has not declared between Corea and Japan. I read in the papers that two Corean officers have been beheaded for interference with the Japanese Ambassador who went to Corea for the purpose of entering into a Treaty with that power, &c. My Corean informs me that he never heard of the matter at all. The Japanese have been navigating continually about the Eastern and South-Eastern seas of Corea, but not a soul has heard about their having come to Kang-ho, or to the Capital. On the East coast they have tried to ascend the rivers, and on one occasion they got well up, no one seeming inclined to stop them, and not a single shot being fired. That is all that is said about the Japanese. All, however, believe in the coming war. One of the great Councillors has addressed a supplication to the King, begging him to make preparations for war. The petition concludes thus: "If there be no war next year, let the King do with me as he will. Let me be killed." Surely, added my man, one must feel pretty sure, to write so strongly.

There are great preparations in Corea to resist the Japanese. Vessels of war are being built on quite new principles. There are two kinds—the Tortoise boat, and the Duck-boat. There are two of the first kind finished at the Capital, but although my informant has seen them, he cannot say very much about them, as things are conducted most secretly, at any rate as much as possible. I learned from him, however, that these boats would contain about 50 or 60 men, that they were covered over with iron, and could be propelled under water. The Duck-boat differs from the other, and has a solid ram projecting at the bow like a duck's head, on which a ram is placed. I don't wish to give any opinion as to the value of these wonderful inventions. Secondly, torpedoes in large quantities are being constructed. Take a large iron bullet hollowed out, with iron points outside, these are intended to fix the engine to the hull of the vessel against which it is to be steered; the bullet is filled with powder, and a fuse is attached, in proportion to the time necessary for it to reach the victim. It is only necessary to launch this torpedo in the direction required, and it is bound to get fixed, when the result will be total extinction of the enemy. I leave the result to be imagined, for at present they have only been able to judge by experiments conducted under favorable circumstances, but which, however, have satisfied their pride in these wonderful inventions. At the first experiment, when they put one of these torpedoes under an empty vessel, the mast was jumped out about 60 yards in the air, but the vessel did not sink. On the experiment being tried with a junk full of stones, the vessel was divided to pieces. Thirdly—they are also making a new kind of bomb, loaded with all manner of shit (grape) When the bomb falls, the outside breaks, and its

contents spread destruction on all sides. Some one must have given the Coreans a notion as to these inventions; and they seem to have some confidence in their power. It proves that they want to defend themselves, and that they desire to be as well up in the means as they believe to be.

To conclude, I must tell you that in the chief district of the Northern province, the Coreans wanted to have a big cannon on a small junk. When the cannon was fired, everything disappeared under water, much to the amusement of the numerous spectators who lined the banks. Vessel, men, cannon, artillerymen—the whole lot—made a dive. Fortunately the junk came to the surface again, and the victims of the accident were only frightened; but I fancy next time they will prefer a small cannon on a big junk. I say I cannot send you anything more interesting this time, especially as you only get news annually.

INTERNATIONAL COINAGE.

As the avenues of trade and commerce across continents and oceans become more and more developed, shortening the time in which it takes one people to communicate with another, and intensifying and more intimately mixing their mutual dependence, the growing needs of an international monetary unit ever increases. The memorial of the Metropolitans Society submitted some time since to the International Congress will, therefore, be found of interest, for it is the suggested solution of the problem presented by the discord of our currencies and the necessity for or supreme advantage to be derived from their unification. The society is now petitioning Congress to adopt metric weights in our gold coinage. The actual dollar at present is less than one-third of one per cent.

in excess of one and a half gram, the weight it urges for our dollar; the ideal dollar, our practical unit, fluctuates in value daily more than that. The Japanese Government two years ago made their monetary unit, the yen, one and a half grams of standard gold nine-tenths fine, and three months since the Argentine Republic adopted the same weight and quality for its hard dollar—*peso fuerte*—which is made by the unit of their system. The idea was approved by the Geneva Congress in 1874, when a committee was appointed to consider the best means of promoting this subject. It is also said to be favorably regarded by the present Committee on Banking and Currency and Weights and Measures.—*Acta California.*

INDIAN EXCHANGE.

The following letter has been addressed to The Times by "An Indian Merchant" on the subject of the depression in Indian rates of exchange:—

"You will do unspeakable service to many sufferers if you will probe to the utmost the causes of

Mails.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.
STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
POINT DE GALLE, ADEN, SUMA,
ISMAILA, PORT SAID, NAPLES,
AND MARSEILLES;
ALSO,
BOMBAY, ST. DENIS AND PORT LOUIS.

ON THURSDAY, the 23rd March, 1876, at Noon, the Company's S. S. TIGRE, Commandant BRUNET, with MAILED, PASSENGERS, SPECIE, and CABO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping orders will be granted till noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M. on the 23rd March, 1876. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,

Acting Agent.

Hongkong, March 15, 1876. ap23

Occidental & Oriental Steamship Company.
TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE,
IN CONNECTION WITH THE CENTRAL
and
UNION PACIFIC AND CONNECTING RAILROAD COMPANIES
AND
ATLANTIC STEAMERS.

THE S. S. "BELGIC" will be despatched for San Francisco, via Yokohama, on SATURDAY, the 1st April, at 3 p.m., taking Cargo and Passengers for Japan, the United States and Europe. Connection is made at Yokohama, with Steamers from Shanghai.

Freight will be received on Board until 4 p.m. of 31st Instant. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Return Passage Tickets available for 6 Months are issued at a reduction of 20 per cent. on regular rates.

For further information as to Freight or Passage, apply to the Agency of the Company, Praya West.

G. B. EMORY, Acting Agent.
Hongkong, March 1, 1876. ap1

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE Next U. S. Mail Steamer will be despatched for San Francisco, via Yokohama, on SATURDAY, the 15th April, 1876, at 3 P.M., taking Passengers and Freight, for Japan, the United States, and Europe.

Through Passenger Tickets and Bills of Lading are issued for transportation to Yokohama and other Japan Ports to San Francisco, to ports in Mexico, Central and South America, and to New York and Europe via OVERLAND RAILWAYS.

A Steamer of the Mitsu Bishi S. S. Company will leave Shanghai, via the Inland Sea Ports, about same date, and make close connection at Yokohama.

At New York, Passengers have selection of various lines of Steamers to England, France and Germany.

Freight will be received on board until 4 p.m. 14th Proximo. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

For further information as to Passage and Freight, apply to the Agency of the Company, Praya West.

G. B. EMORY, Acting Agent.
Hongkong, March 15, 1876. ap15

CLEARANCE SALE.

SAYLE & Co. will offer, on and after TUESDAY Next, the 18th Instant, the remainder of their Winter Stock at Greatly Reduced Prices, consisting of:—

Winter Costumes and Polonaises. Ladies' Jackets and Mantillas. Fancy Dress materials of all kinds. Wool Plaids and Flannels. Silks and Poplins.

Wool Shawls and Cloaks. Trimmed and Untrimmed Hats and Bonnets.

Fancy Wool Goods. Lace and Linen Sets. Scarves and Sashes.

Boys' Suits. Children's Dresses. &c., &c., &c.

VICTORIA EXCHANGE,
Queen's Road & Stanley Street.

INSURANCES.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to grant Policies against Fire to the extent of \$45,000 on Buildings, or on Goods stored therein, at current local rates, subject to a Discount of 20% on the Premium.

EDWARD NORTON & Co., Agents.

Hongkong, January 1, 1876.

YANG-TSZE INSURANCE ASSOCIATION OF SHANGHAI.

CAPITAL AND SURPLUS, \$800,000 TAEL.

POLICIES granted on Marine Risks to all parts of the world at current rates. This Association will, until further notice, provide out of the earnings, first for an Interest Dividend of 15% to Shareholders on Capital, and thereafter distributed among Policy Holders, annually, in cash, ALL the Profits of the Underwriting Business pro rata to amount of premium contributed.

RUSSELL & Co., Agents.

Hongkong, July 9, 1876.

LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE.)

CAPITAL, TWO MILLIONS STERLING.

THE Undersigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Coals in Matched, or on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to ARNOLD, KARBERG & Co., Agents Hongkong & Canton.

Hongkong, January 4, 1876.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.

Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above mentioned Ports.

NO CHARGE FOR POLICY FEES.

JAS. B. COUGHTRE, Secretary.
Hongkong, November 1, 1871.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Undersigned have been appointed Agents for the above Company, at Hongkong, Canton, Foochow, Shanghai and Hankow, and are prepared to grant Insurances at current rates.

HOLLIDAY, WISE & Co., Agents, Royal Insurance Company, Hongkong, October 14, 1868.

THE LONDON ASSURANCE INCORPORATED BY ROYAL CHARTER of His Majesty King George The First, A. D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—

Marine Department.

Policies at current rates payable either here, in London or at the principal Ports of India, China and Australia.

Fire Department.

Policies issued for long or short periods at current rates. A discount of 20% allowed.

Life Department.

Policies issued for sums not exceeding £50,000 on reasonable terms.

HOLLIDAY, WISE & Co., Agents, Royal Insurance Company, Hongkong, July 25, 1872.

CHINESE INSURANCE COMPANY, (LIMITED.)

NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World.

In accordance with the Company's Articles of Association, Two Thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premium contributed by each, the remaining third being carried to Reserve Fund.

OLYMPHANT & Co., General Agents, Hongkong, April 17, 1873.

YANGTSE INSURANCE ASSOCIATION OF SHANGHAI.

NOTICE.

After this date, the above Association will allow a Brokerage of Thirty-three and One Third per cent. (33 1/3%) on Local Risks only.

RUSSELL & Co., Agents.

Hongkong, June 3, 1874.

MANCHESTER FIRE ASSURANCE COMPANY.

THE Undersigned Agents are in receipt of instructions from the Board of Directors authorizing them to issue Policies to the extent of £10,000 on any one first class risk, or to the extent of £15,000 on adjoining risks at current rates.

A Discount of 20% allowed.

Apply to the Publishers, CHINA MAIL OFFICE.

HOLLIDAY, WISE & Co., Agents.

Hongkong, January 8, 1876.

INSURANCES.

THE SOUTH AUSTRALIAN INSURANCE COMPANY, ADELAIDE.

CAPITAL, £500,000.

THE Undersigned having been appointed Agents for the above Company in Hongkong, China and Japan, are prepared to issue Policies of Marine Insurance, payable in Australia, London, Calcutta, Bombay, Mauritius, China and Japan at current rates.

ADAMSON, BELL & Co., Agents.

Hongkong, September 6, 1876.

VICTORIA FIRE INSURANCE COMPANY OF HONGKONG LIMITED.

IN LIQUIDATION.

NOTICE.

ALL Persons holding Warrants against the above Company in Hongkong and Shanghai, are requested to present same for payment at the Hongkong and Shanghai Bank before the 1st April, 1876, otherwise their claims will not be recognized.

ADOLF ANDRE,

F. D. SASSOON,

Liquidators.

Hongkong, December 20, 1875. ap1

THE SCOTTISH IMPERIAL INSURANCE CO.

NOTES AND QUERIES ON EASTERN MATTERS.—

CHINESE ANTI-OPIUM ASSOCIATIONS.

PUBLICATIONS OF THE HONGKONG CORRESPONDING COMMITTEE OF THE KELGIE TRUST CO.

HONGKONG SCHOOL-BOOK COMMITTEE.

CHINESE BREACH-LOADING GUNS.

HISTORY OF THE MARITIME PROVINCES.

BOOKS WANTED, EXCHANGES, &c.

CHINA MAIL OFFICE.

Hongkong, March 11, 1876.

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IN CONSEQUENCE OF THE REDUCTION OF THE PRICE OF THE "SHANGHAI COURIER AND CHINA GAZETTE."

IT WILL BE THE CHEAPEST DAILY PAPER IN CHINA

and as a large INCREASE OF CIRCULATION

MAY BE CONFIDENTLY ANTICIPATED, THE ADVANTAGE TO

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BOOKS WANTED, EXCHANGES, &c.

CHINA MAIL OFFICE.

Hongkong, March 11, 1876.

HONGKONG MARKET PRICES.

Correspond to Saturday, Mar. 11, 1876.

At 1080 Cash per Dollar Mexican.

Per

Highest Lowest

Cost. Cost.

Butcher Meat.

Bacon, English, lb. 400 300

" Foochow, " 160 120

Beef, sirloin and prime cut, cy. 120 100